A	В
Academic Training Program, 4.1	Barometric altimeter, 2.6, 3.9-10
Academic Training Syllabus, 4.2	Barometric Altitude, 4-A.4
Air Route Traffic System III, 3.5	Barometric Descent Rate, 4-A.2
Air traffic control (ATC), 2.1, 3.5, 3.9	Briefings
as a factor in CFIT, 3.10	See Flight crew.
clearances, acceptance of, 2.2-3, 3.10, 4-B.5,	•
4-B.13, 4-C.12, 4-C.13	C
incidents, 3.10, 3.11	Callouts, 3.20, 4-A.7, 4-B.7, 4-B.17, 4-C.29
issues, 2.4	Ceiling, vii
Airport terminal information system (ATIS), vii,	CFIT Task Force, 1.1, 4-E.1, 5.1, 5.17
3.19	Participating organizations, 1.2
AlliedSignal, 3.4, 3.5	Charts, 2.3, 3.10, 3.14, 3.15, 3.21, 4-B.9,
Altimeter settings, 3.9	4-B.19, 4-C.10, 4-C.31, 5.7
Altitude	Checklists, 2.3, 3.20, 5.1, 5.7
AGL altitude, vii, 4-A.3-7	Civil Aviation Authority, 3.5
appropriate obstacle clearance minimum	Communication
altitude, vii	importance of, 3.10, 4-C.11
appropriate terrain clearance minimum	responsibility for, 2.4, 4-B.5, 4-B.13
altitude, vii	Controlled airspace, vii
awareness, 3.20, 4-C.28	Controlled Flight Into Terrain (CFIT)
Barometric Altitude, 4-A.4	as a reason for accidents, 1.1, 3.2-3
Emergency Safe Altitude (EAS), x, 3.10, 4.4	background material, 5.1
indicated altitude, vii	causes; contributing factors, 2.1, 2.6, 3.8-17
Minimum Crossing Altitude (MCA), x	3.21, 4-B.3, 4-B.11, 4-C.6-7, 5.3, 5.5
Minimum Descent Altitude (MDA), x, 3.9,	cost of implementation, 1.1
3.19	data; statistics, 3.2-5, 3.12-16, 3.18, 3.21,
Minimum Enroute Altitude (MEA), vii, x,	4-C.2-5
2.3, 3.10	definition, vii, 3.2, 4-B.3, 4-B.11, 4-C.1
Minimum IFR Altitude (MIA), vii	incident examples, 3.9, 3.10, 3.11, 3.16-17,
Minimum Obstruction Clearance Altitude	3.18,
(MOCA), vii, x, 3.10	potential effects, 1.1, 3.2-3
Minimum Reception Altitude (MRA), x	solutions; prevention, 2.6, 3.5, 3.7, 3.8-22,
Minimum Safe Altitude (MSA), x, 3.10, 3.11,	5.1
3.20	traps, 3.21, 3.22, 4.4, 4-B.9, 4-B.19
Minimum Sector Altitude, x, 2.3	Crew Resource Management (CRM), 2.4, 2.5
Minimum Vectoring Altitude (MVA), vii, x, 3.11	D
MSL altitude, vii, 3.9	Decision altitude/height (DA/H), 3.19
Radio Altitude, 3.20, 4-A.2-6	definition, vii
transition altitude, 3.20	Decision height, vii
Autoflight	Decision Makers
as a cause of CFIT, 3.16-17, 4-B.5, 4-B.7,	definition, 2.1
4-B.15, 4-C.20	necessity for support from, 2.1
as a solution for CFIT, 3.19, 3.22, 4-B.7,	recommendations to, 2.2
4-B.15, 4-B.17, 4-C.20, 4-C.26	Descent, approach, and landing as a factor in
Automatic direction finding (ADF), 4-B.5,	CFIT, 3.12, 3.13, 3.14, 3.19, 4-B.5,
4-B.15	4-B.15, 4-C.16
Autopilots	Direct (flight, route)
use of, 2.2	definition, viii
Aviation Safety Reporting System (ASRS), 3.1	Distance Measuring Equipment (DME)
CFIT incident reports, 3.10, 3.11, 3.14,	definition, viii
3.16-17	See also VOR/DME.

E	Ground Proximity Warning System (GPWS)
Emergency Safe Altitude (ESA)	concerns, 3.4, 3.5, 3.11
See Altitude.	Flap Override switch, 4-A.3-5
Escape maneuver, 4.2, 4.4, 4.5, 4-B.9, 4-B.19,	history, 3.4-6
4-D.1-2	importance of, 4-C.30
Example CFIT Training Program, 2.5, 4.1	improvements, 3.5-6
F	information for simulator briefings, 4-A.1-7 incident examples involving, 3.10, 3.11, 3.16
Federal Aviation Administration (FAA), 3.4-5	3.18
Final approach, viii	positive results, 3.4-5, 3.17
Final approach fix, viii	recommendation for installation, 3.7
Fix, viii	installation statistics, 3.7
Flight crew	updates, 2.5, 3.5, 3.20
altitude awareness, 3.20	.,,,,
as a cause of CFIT, 3.8, 3.11, 3.21, 4-C.5	H
	Height above airport (HAA), ix
as the final link in CFIT, 1.1, 3.21	Height above touchdown (HAT), ix
briefings, 3.19, 3.22, 4-B.7, 4-B.17, 4-C.23-26, 4-C.34	- Iteight above touchdown (HAT), ix
complacency, 3.11, 4-B.5, 4-B.7, 4-B.13,	i i
4-C.14	IFR conditions, ix
definition, viii	Inertial Navigation System (INS), ix
duties, allocation of, 2.3	Information, sharing, 2.5, 2.6
responsibilities, 3.12, 4-C.15	Initial approach fix (IAF), ix
	Instructors Examination Guide, 4-B.1, 4-B.11
traps, 3.21, 3.22, 4-B.9, 4-C.32-33	Instrument flight rules (IFR), ix
understanding of standard operating proce-	Instrument Landing System (ILS), 3.5, 3.14,
dures, 3.12, 3.15	
Flight data recorder, 2.2	4-A.6, 4-B.5, 4-B.15
definition, viii	category definition, ix
Flight level, viii	definition, ix
Flight management computer (FMC), 3.17	Instrument meteorological conditions (IMC),
Flight management system (FMS), 3.17	2.2, 2.3, 3.8, 3.10, 3.12, 3.19, 4.5
definition, viii	definition, ix
Flight Operations Quality Assurance Program, 2.2, 3.17	International Civil Aviation Organization (ICAO), 2.3, 3.5, 3.15
Flight Safety Foundation, 1.1, 1.2, 2.1, 4-E.1,	definition, ix
5.1, 5.7, 5.13	See also PANS-OPS.
G	L
Glidepath, 3.18	Landing minimums, ix
definition, viii	Localizer, x
Glide slope, 3.16, 3.18, 4-A.2, 4-A.6	
definition, viii	M
Global Positioning System (GPS)	Management
definition, viii	overview for, 1.1
	responsibilities, 1.1, 3.12-13
GPWS Warn (illuminated signal), 4-A.2-5	Minimum Descent Altitude/Height (MDA/H),
GPWS warning, 3.20-21, 4.3, 4.4, 4.5, 4.6,	3.19 See also Altitude.
4-B.9, 4-B.19, 4-C.30	
GPWS warning modes, 4-A.2-7	Minimum Enroute Altitude (MEA)
Mode 1, 4-A.2	See Altitude.
Mode 2, 4-A.3	Minimum Obstruction Clearance Altitude
Mode 3, 4-A.4	(MOCA) See Altitude.
Mode 4, 4-A.5	Minimum Safe Altitude (MSA)
Mode 5, 4-A.6	See Altitude.
Mode 6, 4-A.7	Minimum Sector Altitude
	See Altitude.

Minimum Vectoring Altitude (MVA)	RNAV approach, xii
See Altitude.	Route and destination condition familiarization,
Minimum Safe Altitude Warning System	2.3, 3.20, 4-B.7, 4-B.17
(MSAWS), 3.5, 3.17-18	Runway Profile Descent, xii
Minimums, x	S
Missed approach, xi	
Missed Approach Point, xi	Safety, 2.1-2
MSL altitude	Scandinavian Airlines System, 3.4
See Altitude.	Sectional Navigation Chart, 3.10, 4-C.10
N	Simulators, 3.20, 4.1-6 exercises, 4.4-5
Night, xi	fidelity, 4.6
Nonprecision approach procedure, 2.6, 3.14,	implementation, 4.6
3.19, 3.22, 4-B.5, 4-B.15, 4-C.17, 4-C.33	Simulator Training Program, 4.1-6
definition, xi	Sinkrate, 4-A.2
Notice To Airmen (NOTAM), xi	Situational awareness, 2.6, 3.8, 3.11, 4.1, 4-B.7, 4-B.17
0	See also CFIT, causes.
Obstacle	Special VFR conditions, xii
definition, xi	Stabilized approach, 2.3-4, 2.6, 3.16, 4-C.19
Off course, xi	Standard instrument departure (SID), xii
Off route vector, xi	Standard operating procedures (SOP), 2.4, 2.5,
Operational Navigation Chart, 3.10, 4-C.10	3.12-13, 3.20, 3.21, 4-B.5, 4-B.15, 4-C.15
Operators	Standard terminal arrival (STAR), xii
definition, xi, 3.1	Stick shaker, 3.21, 4.4, 4.5, 4.6, 4-D.2
guide to understanding and controlling CFIT,	Student Examination, 4-B.1, 4-B.3
3.1-22	Т
P	
	Terminal Instrument Procedures (TERPS), 2.3, 2.6, 3.15, 4-C.18
PAN AM Flight Operations magazine, 3.17, 3.18	Terrain Closure Rate, 4-A.3
Precision Approach Procedure, xi	Threshold, xii
Procedure turn (PT), xi	Threshold crossing height, xii
Procedure turn inbound, xi	Touchdown zone, xii
Procedures for Air Navigation Services -	Traffic Alert and Collision Avoidance System
Aircraft Operations (PANS-OPS), 2.3, 2.6,	(TCAS), xiii
3.15, 4-C.18	Training, 2.5, 3.17, 3.21, 4.1
Pull-up rate, 4-D.2	role of effective, 1.1, 3.21, 4-C.21
	Transition altitude
Q	See Altitude.
QFE, 3.9, 4-C.9	Transponder, xiii
QNE, 4-B.3, 4-B.13, 4-C.9	U
definition, xii	
QNH, 3.9, 4.4, 4.5, 4-B.3, 4-B.13, 4-C.9	Units of measurement for altimeter settings, 3.9,
definition, xii	3.20, 4-B.3, 4-B.7, 4-B.11, 4-B.13, 4-
Quick access recorder, 2.2	B.17, 4-C.8
R	V
Radar approach, xii	Vector, xiii, 4.3
Radar contact, xii	VHF Omnidirectional Radio Station (VOR),
Radar vectoring, xii	3.14, 4-B.5, 4-B.15
Radio altimeter, xii, 3.4, 3.10, 3.20, 4.5	definition, xiv
Radio Altitude (height), 3.20, 4-A.2-6 See also Altitude.	See also VOR/DME.

```
Visibility
  definition, xiii
  flight visibility, xiii
  ground visibility, xiii
  prevailing visibility, xiii
  runway visibility value (RVV), xiii
  runway visual range (RVR), xiii
  touchdown RVR, xiii
  mid-RVR, xiv
  rollout RVR, xiv
Visual approach, 4-B.5
  definition xiv
Visual Approach Slope Indicator (VASI), 3.5
  definition, xiii
Visual descent point (VDP), xiii
Visual flight rules (VFR)
  definition, xiv
Visual meteorological conditions (VMC), 3.21,
     4.3, 4.4
  definition, xiv
VOR/Distance Measuring Equipment
      (VOR/DME), 3.5, 3.14, 4-B.5, 4-B.15,
     4-C.17
W
Waypoint, 3.17
  definition, xiv
```